





# EVENING BULLETIN.

MONDAY EVENING, JUNE 1, 1857.

Sixty thousand dollars of the new cent, comprising six million pieces, were paid out at the Philadelphia mint on Monday and Tuesday, and orders are still coming in from all quarters of the Union, even from the South and Southwest, where the old cent never obtained circulation—the lowest prices being graduated to the smallest silver coin. From present indications, the old cent will be hurried out of use. The Philadelphia Ledger says there are at present nine presses engaged in making the impressions upon this new coin; five mills are also in constant operation, forming the rim on the coin previous to receiving the impression. These last named machines are capable of making rims upon three various kinds of coin at the same time; at present, however, they are engaged upon the new cent exclusively. About one hundred persons in all are constantly engaged in the operation of the mint, and at the present time the whole force are employed on the "cent." Each of the presses throws off eighty-six finished coins per minute. At this rate, working from 9 o'clock, A. M., to 3 o'clock, P. M., the nine presses throw off each day the sum of \$2,746 40 in cents; that is, providing the presses are kept going regularly.

**SPIRITUALISM.**—There is a convention of Spiritualists in session in New York, composed of strong-minded women and weak-minded men. One of the latter has discovered perpetual motion, or a machine which will in some mysterious way catch the motive power from some of the natural elements which surround us, and run without any expense for material to keep the power up. Another has a spiritual house which he constructs according to spiritual architecture, the human body being the model for this queer habitation—the ground floor being used for much the same purposes that ordinary dwellings are—the preparation of food; but the attic being set apart entirely for intellectual studies. This idea must have come from the spirit of some one of the luckless authors of the last century, who invariably followed their occupations in garrets, for the benefit of pure atmosphere, undisturbed seclusion, and cheap rent. The character of the convention may be divined by the nature of the propositions presented for its consideration.

It is thought, says the Washington Star, that ex-Governor Jo. Wright, of Indiana, will be sent to Berlin, and the Hon. C. Murphy (ex-Member of Congress), of Brooklyn, N. Y., will go to the Hague, in place of Mr. Belmont.

The post-office at Rogersville, Madison county, in this State, has been discontinued.

Mr. Joseph Hackett, of this city, has been granted a patent for improvement in cooking stoves.

## LATER BY THE AFRICA.

The steamship Vanderbilt arrived at Southampton on the 15th instant, having made the passage in less than ten days. She had on board 201 passengers. The V. encountered very foggy weather from New York to the S. E. edge of the banks of Newfoundland, and strong gales from N. W. to N. E., with high seas thence to the 11th degree of longitude. She passed an iceberg in lat. 43 deg. 45 min., long. 43.

The U. S. steam frigate Niagara, in the service of the Atlantic Telegraph Company, arrived at Gravesend 1st inst. She was the object of universal attraction.

Lord Palmerston has recently made a speech in the House of Commons, in the course of which he said:

The House is aware that some months ago there occurred a very memorable scene of violence and outrage at the Isthmus of Panama, that a quarrel began, nobody well knows how—some people say that it was a simple dispute between a passenger and a native about a watermelon; but at all events it acted like a spark thrown upon a smouldering fire, which burst into a flame; and the reciprocal dislike which had long been growing up led to acts of great violence and scenes of bloodshed which everybody must deeply deplore.

The United States Government applied for redress for the past and security for the future, but I am sorry to say that the Government of New Grenada, which is not particularly celebrated for accurate recollections of duties or performance of obligations, refused compliance with those demands. Thence arose the negotiations and communications between the United States and New Grenada Governments, which have not yet led to any satisfactory termination. It is quite clear, I think, that that which is true in regard to private property is also true in regard to a government—that it has its duties as well as rights; and the Government of New Grenada is bound to provide for security of persons and property passing along the railroad through its dominions. The excuse which it gave for refusing compensation to those who suffered by these excesses was, I think, to a certain degree, its own condemnation, because it alleged that the high-handed proceedings of the passengers for a long time before had created great exasperation, and it therefore was not wonderful that a slight cause should produce very considerable results.

**Suicide of a General and a Commodore.**—As a truly tragic episode of the Persian war, we have to mention the death, each by his own hand, of General Forster Stalker, commander of the forces, and Commodore Etheridge, of the navy. The verdict on Gen. Stalker's body was, that he came to his death from a pistol shot inflicted by his own hand in a fit of temporary insanity. There was no paper left to indicate this, and he was merely heard to complain that the 3rd cavalry was not given him; and was also uneasy about the responsibility of sheltering the European troops during the approaching hot weather. The verdict on Com. Etheridge was, that he destroyed himself with his own hand while suffering under mental aberration, brought about by long continued anxiety connected with the duties of his command.

**The Grand Duke Constantine at Paris.**—The Times correspondent says: "If one is to credit, not all, but even half of what is heard from people who seem to have reason for what they say, the court is by this time a little disenchanted of its grand ducal visitor, and no very bitter tears would be shed on either side if the parting hour was to-morrow. Many little circumstances indicate, it is said, that, whatever favorable opinion his royal highness has, in common with every impartial man, of the intellectual powers of the Emperor of the French, he has no firm faith in the durability of the imperial regime. His imperial highness is thought to be rather abrupt and haughty to those with whom he comes in contact; and a manner which may be suited to St. Petersburg, where, at the will of the sovereign, the highest dignitary may be reduced to the lowest rank, is out of place in a civilized and polite nation. An anecdote is now running the round of certain circles, which, though I do not guarantee its truth, still rests on fair authority. A person, having waited on the Grand Duke in his apartment on some business of the day, was received rather abruptly and addressed familiarly with—'Parlez haut, Monsieur, et ne finissez pas.'"

**The Russians in China.**—The *Monteur de la Flotte* says that the Russians are founding a great maritime establishment in the River Amoor, which they call Port Imperial. Two powerful batteries are being erected at this spot. The naval establishment of Port Imperial is to comprise factories, dry-docks, storehouses, powerful means of defence, and all the requisites for sheltering a large fleet.

**Personal.**—It is stated that Barrum, Gen. Tom Thumb, and "Little Cordelia Howard," have all met with signal failures in England, which is mostly owing, doubtless, to the sickness of Mr. Barrum.

The House Tunnel bill failed to pass the Massachusetts Senate over the Governor's veto, not receiving the requisite two-thirds vote. The vote was 21 yeas, 12 nays, and 7 absent or not voting. The reasons assigned by Governor Gardner for his veto are his apparent disbelief in the practicability of the operation; the judgment he forms of public opinion, as to its impracticability, in consequence of the slight amount of stock taken up in Boston and upon the line of the road; the unequal relative position of the corporation and the State in regard to the conditions formerly imposed by the Legislature; the certainty that a work of this magnitude must become, if pursued, an absolute public charge; and the present condition of the treasury, requiring retrenchment and reform, in conformity with the public demand, rather than the assumption of new and serious liabilities on the part of the State.

Michelet, in a treatise on "birds," tells the following story:

A lady, one of our relatives, who lived in Louisiana, was suckling an infant. Every night her sleep was troubled by a strange sensation of a cold and gliding object which had been draining the milk from her bosom. On one occasion the same impression occurred, but she was awake. She sprang from her bed; she called out; they brought a light, searched, and turned down the bed-clothes. They found the frightful nursing, a serpent of large size and of a dangerous species.

**THE SUPPLY OF COTTON.**—The discussions which are taking place among the Manchester manufacturers as to the feasibility of opening new supplies of cotton are of considerable interest in the United States in two points of view. If cotton of the best quality should ever be produced cheaply and in great abundance in British India, a fatal blow would be struck at slavery in the United States. The other aspect in which the subject is important results from the large indebtedness of our country abroad. Our large annual importations of goods, our enormous consumption of foreign iron, the immense amount of foreign capital we have used in the construction of our railroads, render it necessary that we should be large producers of some commodity which we can always count on a steady demand. Cotton is precisely such a commodity, and the annual balance of trade would be fearfully against us if a competition in cotton growing should spring up in some quarter of the globe powerful enough to drive us from the market. The value of the cotton we now annually export is something like a hundred and thirty millions of dollars. We could not export this amount of any other agricultural product, even if we had it to spare, for there is no market that requires so large a supply. If we were to cease to be exporters of cotton, it is difficult to see how the country could pay its debts.

In alluding to the supply of cotton we do not write the parables we only aim to state facts. An association is about to be formed among the Manchester manufacturers to be called "The Cotton Supply Association," having for its object the promotion of the growth of cotton in the dependencies of Great Britain, particularly in India. At one of the Manchester meetings, the opinion was expressed that the English manufacturers pay £10,000,000 per annum more for the cotton they use than would be paid if cotton were produced, as it might be, in the British colonies. But, notwithstanding the attention which is given to the production of cotton, and the fact that we do not expect to see the markets of the world supplied from any other source than the United States. No great success has, as yet, attended the experiments in cotton culture of the British in India, or of the French in Algeria. The French attempts are likely to prove a failure. We have no doubt the English will get large supplies of inferior cotton from the East. But this will not prevent the extension of the market of the United States.

The cotton crop will continue to be the great staple of our exports, and the slave population of the country is likely to be pretty much absorbed in its cultivation. We infer this from the fact, shown by the treasury reports on commerce and navigation, that our exports of cotton are largely increasing, both in quantity and value. This will appear from the following statement respecting the export of the last two years:

Exports of cotton from the United States to all countries in 1856.....	4,381,431,701 pounds.
Exports of cotton from the United States to all countries in 1855.....	4,008,424,601 "
Exports in 1856 over 1855.....	373,007,100 "
Total value of cotton exported from the United States to all nations in 1856.....	\$138,522,351
Total value of cotton exported from the United States to all nations in 1855.....	88,143,544
Exports in 1856 over 1855.....	50,378,807
Average cost per pound of cotton exported from the United States to all nations in 1856.....	8.49 cents.
Average cost per pound of cotton exported from the United States to all nations in 1855.....	8.64 "
Exports in price per pound in 1856 over 1855.....	.15 "

## Buffalo Commercial.

**IMMIGRATION TO THE UNITED STATES.**—The report made to Congress by the Statistical Bureau of the State Department, showing the number of passengers arrived in the United States during the year ended December 31st, 1856, has been printed, and fills about forty closely printed pages. The statistics are arranged with the clearness and accuracy which have characterized all the statistical reports issued under Mr. Flag's superintendence. The statements, compiled from returns made by collectors of the customs, set forth the number, sex, age, occupation, of passengers arrived in the United States during the year ended December 31st, 1856, with the country in which they were born, the country in which they mean to reside, and the number that have died on the voyage. Appended we find the following:

Statement of the number of passengers arrived in the United States by Sea, from Foreign Countries, from September 30, 1840 to December 31, 1895.				
Years.	Males.	Females.	Sex not stated.	Total.
Sept. 30, 1840 to Sept. 30, 1844.....	48,997	35,897	.....	84,894
Do 1845 to do 1849.....	67,179	49,311	1,466	117,956
Do 1850 to do 1854.....	106,975	80,778	3,792	191,545
Do 1846 to do 1847.....	130,167	99,326	990	229,483
Do 1848 to do 1849.....	136,128	92,833	402	229,463
Do 1848 to do 1849.....	139,256	119,915	512	259,683
Do 1849 to do 1850.....	150,904	113,292	1,015	315,224
Do 1850 to Dec. 31, 1880.....	180,382	127,107	181	317,670
Dec. 31, 1880 to do 1884.....	181,245	126,741	66	308,052
Do 1881 to do 1882.....	235,761	169,174	438	399,373
Do 1882 to do 1883.....	184,761	126,741	72	311,574
Do 1883 to do 1884.....	184,761	126,741	72	311,574
Do 1884 to do 1885.....	184,761	126,741	72	311,574
Do 1885 to do 1886.....	184,761	126,741	72	311,574
Do 1886 to do 1887.....	184,761	126,741	72	311,574
Do 1887 to do 1888.....	184,761	126,741	72	311,574
Do 1888 to do 1889.....	184,761	126,741	72	311,574
Do 1889 to do 1890.....	184,761	126,741	72	311,574
Do 1890 to do 1891.....	184,761	126,741	72	311,574
Do 1891 to do 1892.....	184,761	126,741	72	311,574
Do 1892 to do 1893.....	184,761	126,741	72	311,574
Do 1893 to do 1894.....	184,761	126,741	72	311,574
Do 1894 to do 1895.....	184,761	126,741	72	311,574
Do 1895 to do 1896.....	184,761	126,741	72	311,574
Do 1896 to do 1897.....	184,761	126,741	72	311,574
Do 1897 to do 1898.....	184,761	126,741	72	311,574
Do 1898 to do 1899.....	184,761	126,741	72	311,574
Do 1899 to do 1900.....	184,761	126,741	72	311,574
Do 1900 to do 1901.....	184,761	126,741	72	311,574
Do 1901 to do 1902.....	184,761	126,741	72	311,574
Do 1902 to do 1903.....	184,761	126,741	72	311,574
Do 1903 to do 1904.....	184,761	126,741	72	311,574
Do 1904 to do 1905.....	184,761	126,741	72	311,574
Do 1905 to do 1906.....	184,761	126,741	72	311,574
Do 1906 to do 1907.....	184,761	126,741	72	311,574
Do 1907 to do 1908.....	184,761	126,741	72	311,574
Do 1908 to do 1909.....	184,761	126,741	72	311,574
Do 1909 to do 1910.....	184,761	126,741	72	311,574
Do 1910 to do 1911.....	184,761	126,741	72	311,574
Do 1911 to do 1912.....	184,761	126,741	72	311,574
Do 1912 to do 1913.....	184,761	126,741	72	311,574
Do 1913 to do 1914.....	184,761	126,741	72	311,574
Do 1914 to do 1915.....	184,761	126,741	72	311,574
Do 1915 to do 1916.....	184,761	126,741	72	311,574
Do 1916 to do 1917.....	184,761	126,741	72	311,574
Do 1917 to do 1918.....	184,761	126,741	72	311,574
Do 1918 to do 1919.....	184,761	126,741	72	311,574
Do 1919 to do 1920.....	184,761	126,741	72	311,574
Do 1920 to do 1921.....	184,761	126,741	72	311,574
Do 1921 to do 1922.....	184,761	126,741	72	311,574
Do 1922 to do 1923.....	184,761	126,741	72	311,574
Do 1923 to do 1924.....	184,761	126,741	72	311,574
Do 1924 to do 1925.....	184,761	126,741	72	311,574
Do 1925 to do 1926.....	184,761	126,741	72	311,574
Do 1926 to do 1927.....	184,761	126,741	72	311,574
Do 1927 to do 1928.....	184,761	126,741	72	311,574
Do 1928 to do 1929.....	184,761	126,741	72	311,574
Do 1929 to do 1930.....	184,761	126,741	72	311,574
Do 1930 to do 1931.....	184,761	126,741	72	311,574
Do 1931 to do 1932.....	184,761	126,741	72	311,574
Do 1932 to do 1933.....	184,761	126,741	72	311,574
Do 1933 to do 1934.....	184,761	126,741	72	311,574
Do 1934 to do 1935.....	184,761	126,741	72	311,574
Do 1935 to do 1936.....	184,761	126,741	72	311,574
Do 1936 to do 1937.....	184,761	126,741	72	311,574
Do 1937 to do 1938.....	184,761	126,741	72	311,574
Do 1938 to do 1939.....	184,761	126,741	72	311,574
Do 1939 to do 1940.....	184,761	126,741	72	311,574
Do 1940 to do 1941.....	184,761	126,741	72	311,574
Do 1941 to do 1942.....	184,761	126,741	72	311,574
Do 1942 to do 1943.....	184,761	126,741	72	311,574
Do 1943 to do 1944.....	184,761	126,741	72	311,574
Do 1944 to do 1945.....	184,761	126,741	72	311,574
Do 1945 to do 1946.....	184,761	126,741	72	311,574
Do 1946 to do 1947.....	184,761	126,741	72	311,574
Do 1947 to do 1948.....	184,761	126,741	72	311,574
Do 1948 to do 1949.....	184,761	126,741	72	311,574
Do 1949 to do 1950.....	184,761	126,741	72	311,574
Do 1950 to do 1951.....	184,761	126,741	72	311,574
Do 1951 to do 1952.....	184,761	126,741	72	311,574
Do 1952 to do 1953.....	184,761	126,741	72	311,574
Do 1953 to do 1954.....	184,761	126,741	72	311,574
Do 1954 to do 1955.....	184,761	126,741	72	311,574
Do 1955 to do 1956.....	184,761	126,741	72	311,574
Do 1956 to do 1957.....	184,761	126,741	72	311,574
Do 1957 to do 1958.....	184,761	126,741	72	311,574
Do 1958 to do 1959.....	184,761	126,741	72	311,574
Do 1959 to do 1960.....	184,761	126,741	72	311,574
Do 1960 to do 1961.....	184,761	126,741	72	311,574
Do 1961 to do 1962.....	184,761	126,741	72	311,574
Do 1962 to do 1963.....	184,761	126,741	72	311,574
Do 1963 to do 1964.....	184,761	126,741	72	311,574
Do 1964 to do 1965.....	184,761	126,741	72	311,574
Do 1965 to do 1966.....	184,761	126,741	72	311,574
Do 1966 to do 1967.....	184,761	126,741	72	311,574
Do 1967 to do 1968.....	184,761	126,741	72	311,574
Do 1968 to do 1969.....	184,761	126,741	72	311,574
Do 1969 to do 1970.....	184,761	126,741	72	311,574
Do 1970 to do 1971.....	184,761	126,741	72	311,574
Do 1971 to do 1972.....	184,761	126,741	72	311,574
Do 1972 to do 1973.....	184,761	126,741	72	311,574
Do 1973 to do 1974.....	184,761	126,741	72	311,574
Do 1974 to do 1975.....	184,761	126,741	72	311,574
Do 1975 to do 1976.....	184,761	126,741	72	311,574
Do 1976 to do 1977.....	184,761	126,741	72	311,574
Do 1977 to do 1978.....	184,761	126,741	72	311,574
Do 1978 to do 1979.....	184,761	126,741	72	311,574
Do 1979 to do 1980.....	184,761	126,741	72	311,574
Do 1980 to do 1981.....	184,761	126,741	72	311,574
Do 1981 to do 1982.....	184,761	126,741	72	311,574
Do 1982 to do 1983.....	184,761	126,741	72	311,574
Do 1983 to do 1984.....	184,761	126,741	72	311,574
Do 1984 to do 1985.....	184,761	126,741	72	311,574
Do 1985 to do 1986.....	184,761	126,741	72	311,574
Do 1986 to do 1987.....	184,761	126,741	72	311,574
Do 1987 to do 1988.....	184,761	126,741	72	311,574
Do 1988 to do 1989.....	184,761	126,741	72	311,574
Do 1989 to do 1990.....	184,761	126,741	72	311,574
Do 1990 to do 1991.....	184,761	126,741	72	311,574
Do 1991 to do 1992.....	184,761	126,741	72	311,574
Do 1992 to do 1993.....	184,761	126,741	72	311,574
Do 1993 to do 1994.....	184,761	126,741	72	311,574
Do 1994 to do 1995.....	184,761	126,741	72	311,574
Do 1995 to do 1996.....	184,761	126,741	72	311,574
Do 1996 to do 1997.....	184,761	126,741	72	311,574
Do 1997 to do 1998.....	184,761	126,741	72	311,574
Do 1998 to do 1999.....	184,761	126,741	72	311,574
Do 1999 to do 2000.....	184,761	126,741	72	311,574
Do 2000 to do 2001.....	184,761	126,741	72	311,574
Do 2001 to do 2002.....	184,761	126,741	72	311,574
Do 2002 to do 2003.....	184,761	126,741	72	311,574
Do 2003 to do 2004.....	184,761	126,741	72	311,574
Do 2004 to do 2005.....	184,761	126,741	72	311,574
Do 2005 to do 2006.....	184,761	126,741	72	311,574
Do 2006 to do 2007.....	184,761	126,741	72	311,574
Do 2007 to do 2008.....	184,761	126,741	72	311,574
Do 2008 to do 2009.....	184,761	126,741	72	311,574
Do 2009 to do 2010.....	184,761	126,741	72	311,574
Do 2010 to do 2011.....	184,761	126,741	72	311,574
Do 2011 to do 2012.....	184,761	126,741	72	311,574
Do 2012 to do 2013.....	184,761	126,741	72	311,574
Do 2013 to do 2014.....	184,761	126,741	72	311,574
Do 2014 to do 2015.....	184,761	126,741	72	311,574
Do 2015 to do 2016.....	184,761	126,741	72	311,574
Do 2016 to do 2017.....	184,761	126,741	72	311,574
Do 2017 to do 2018.....	184,761	126,741	72	311,574
Do 2018 to do 2019.....	184,761	126,741	72	311,574
Do 2019 to do 2020.....	184,761	126,741	72	311,574
Do 2020 to do 2021.....	184,761	126,741	72	311,574
Do 2021 to do 2022.....	184,761	126,741	72	311,574
Do 2022 to do 2023.....	184,761	126,741	72	311,574
Do 2023 to do 2024.....	184,761	126,741	72	311,574
Do 2024 to do 2025.....	184,761	126,741	72	311,574
Do 2025 to do 2026.....	184,761	126,741	72	311,574
Do 2026 to do 2027.....	184,761	126,741	72	311,574
Do 2027 to do 2028.....	184,761	126,741	72	311,574
Do 2028 to do 2029.....	184,761	126,741	72	311,574
Do 2029 to do 2030.....	184,761	126,741	72	311,574
Do 2030 to do 2031.....	184,761	126,741	72	311,574
Do 2031 to do 2032.....	184,761	126,741	72	311,574
Do 2032 to do 2033.....	184,761	126,741	72	311,574
Do 2033 to do 2034.....	184,761	126,741	72	311,574
Do 2034 to do 2035.....	184,761	126,741	72	311,574
Do 2035 to do 2036.....	184,761	126,741	72	311,574
Do 2036 to do 2037.....	184,761	126,741	72	311,574
Do 2037 to do 2038.....	184,761	126,741	72	311,574
Do 2038 to do 2039.....	184,761	126,741	72	311,574
Do 2039 to do 2040.....	184,761	126,741	72	311,574
Do 2040 to do 2041.....	184,761	126,741	72	311,574
Do 2041 to do 2042.....	184,761	126,741	72	311,574
Do 2042 to do 2043.....	184,761	126,741	72	311,574
Do 2043 to do 2044.....	184,761	126,741	72	311,574
Do 2044 to do 2045.....	184,761	126,741	72	311,574
Do 2045 to do 2046.....	184,761	126,741	72	311,574
Do 2046 to do 2047.....	184,761	126,741	72	311,574
Do 2047 to do 2048.....	184,761	126,741	72	311,574
Do 2048 to do 2049.....	184,761	126,741	72	311,574
Do 2049 to do 2050.....	184,761	126,741	72	311,574
Do 2050 to do 2051.....	184,761	126,741	72	311,574
Do 2051 to do 2052.....	184,761	126,741	72	311,574
Do 2052 to do 2053.....	184,761	126,741	72	311,574
Do 2053 to do 2054.....	184,761	126,741	72	311,574
Do 2054 to do 2055.....	184,761	126,741	72	311,574
Do 2055 to do 2056.....	184,761	126,741	72	311,574
Do 2056 to do 2057.....	184,761	126,741	72	311,574
Do 2057 to do 2058.....	184,761	126,741	72	311,57



.....



